

THE WAR.

[THROUGH REUTERS AGENCY.]

THE GREAT BATTLE.

A LULL PENDING A GENERAL ADVANCE.

London, October 11th.
5.25 p.m.To-day's Paris *communiqué* says:—

German Cavalry on our Left who had seized certain passages of the River Lys, eastward of Aire, have been driven back. They retired yesterday evening to the region of Armentières.

The enemy attacked vigorously between Arras and the Oise, on the right bank of the Aisne, without making progress.

We made slight progress in the Centre, north of the Aisne, particularly north-west of Soissons.

Between Craonne and Rheims the German night attacks have been repulsed.

There is nothing to report between Rheims and the Meuse.

The enemy attacked very violently at Apremont and in the region east of St. Mihiel on the night of the 9th, and during the 10th. Apremont was taken and re-taken and remains in our hands.

There is no change in Lorraine and the Vosges.

Thus everywhere we have maintained our positions.

London, October 12th.

An official announcement issued at 11 o'clock last evening in Paris says:—There is nothing new to report, except the capture of a flag near Lassigny. The general impression of the operations to-day is satisfactory.

London, October 11th.
11.50 p.m.

The Official Press Bureau publishes a further narrative by "an eye-witness at the British Headquarters." It is only notable for the remark that there is a lull in the operations pending a general advance. The "eye-witness" lengthily describes the country, dwells on the waste of ammunition by the Germans, and compares the invisibility of the British, French, and German uniforms.

GERMAN AEROPLANES DROP BOMBS IN PARIS.

London, October 11th.

Two German aeroplanes have dropped twenty bombs in Paris, three persons being killed and twenty wounded. The bombs fell mostly in Rue Lafayette and Faubourg St. Antoine. One bomb which fell on the roof of Notre Dame and another which dropped in an adjoining square failed to explode.

French aviators are pursuing the Germans.

LATER.

Four persons were killed and twenty injured by the bombs dropped from German aeroplanes flying over Paris. The casualties were mostly among women and children. A flag was found inscribed: "We have taken Antwerp. Your turn will come soon."

Contrary to the first statement previously telegraphed, the bomb which fell upon Notre Dame did explode and ignited a beam inside the edifice.

THE BRITISH NAVAL BRIGADE AT ANTWERP.

BORE THE BRUNT OF THE GERMAN ATTACK.

London, October 12th.
5.15 a.m.

Two English newspaper correspondents stayed at Antwerp to the end, and escaped in a motor-boat as the Germans were entering.

A dispatch to the *Morning Post* says that the Belgians on the 2nd inst. decided that surrender was inevitable, but they were inspired with fresh courage on the morning of the 3rd by the announcement that British help was coming. The British Marines arrived on the 4th, after travelling all night from England, and immediately took up their positions in the hottest corner at Liège. They, with reinforcements, bore the brunt of the attack, and were subjected to galling artillery fire. The Germans, deceiving the Belgians by a ruse, outflanked the position at Liège, making retirement inevitable. There was great destruction of houses in the city by shells, but only three shops were burnt.

THE INTERNED BRITISH NAVAL FORCE IN HOLLAND.

London, October 11th.

An Amsterdam telegram states that trains from Flushing are conveying two thousand of the British forces northward to the military concentration camp.

AUSTRIANS DEFEATED BY MONTENEGRINS.

London, October 11th.

A telegram from Cetinje states that the Montenegrins surprised 20,000 Austrians marching in column, endeavouring to cut off the Montenegrins before Serajevo. In the first day's fighting the Austrians lost 1,500 killed and wounded and retreated on Kalinovck. On the second day the Montenegrins inflicted on the Austrians a loss of 500 killed and wounded and took many prisoners and much booty.

This is the hardest battle yet fought by the Montenegrins.

ITALY'S NEW MINISTER OF WAR.

London, October 11th.

A telegram from Rome states that the King has appointed General Zupelli to be Minister of War.

RANDOM REFLECTIONS.

The disappearance of a clock from the Hongkong Club will become a historical reminiscence, for who is there that has not read of such happenings in other august institutions, such incidents being considered worthy of record by the historians? But the real tit-bit of the search for the \$30 Club clock seems to have been missed in the usual literary channels. No one told of how a big and burly Sherlock Holmes, keen on the scent, used the iron fire escape in an endeavour to unravel a knotty problem. He had no intention of descending to earth by the escape, but the "boy" who directed him happened to take it into his wooden head to shut down the grating. Subsequently a much dirt-bespattered individual emerged among a group of diners, explained that he was "only the detective" in search of the clock, and then made good his escape, not, however, before he had also collided with a high police official, with more explanations, to the effect that his presence at the Club was sincerely in the cause of duty and a clock.

In respect to the making of garments for the troops, and quite irrespective of any communications which have been published in connection with the same, a genuine campaigner has forwarded me a suggestion which appears to be an extremely rational one. His idea is that the good ladies who are keen on doing something for the men serving at the front, and who desire to see that our soldiers are well clothed for a rigorous winter campaign, should work on quite a different line to that which they are about to proceed upon. "The people at Home" (by which the military authorities are indicated), he says, "know better than any of us what will be necessary, and it would prevent a large wastage of philanthropic energy if the ladies forwarded the money proposed to be spent on materials to the headquarters at Home, with the request that it should be used for the express purpose of providing the men with serviceable comforters. Let experienced people do the buying." I will merely remark that this seems to be a by no means wild proposal. And the goods would then be made in factories, which are struggling to keep all their employees, and thus benefits would be conferred in other directions.

My faith in prophets has gone. At this particular moment I was counting upon being somewhere in the vicinity of the Earth's centre, and amusing myself with all sorts of weird and strange things. According to a crystal gazer, by name Ho Ming Cho, Hongkong should now be a buried city and all of us who exist here should be grovelling about with worms and things as our besom companions. Nagasaki, Tokyo and Kyoto were also due to be sinking towards the other side of the Earth, but at the time of writing of this nature had reached the no news of this nature had reached the Colony. We were due to leave for this underground excursion at 1 a.m. on Sunday, and half an hour before this Sunday, and half an hour before this Sunday, my packing was complete and I waited impatiently spade and bucket in tow. I thought this might be useful. About 2 a.m. there was a distinct "giving" of something, and I at once gathered myself and my luggage on to my bed and prepared for a comfortable journey into the unknown. At 6 a.m. the "boy" called me in just the same way, and thinking badly, I tried to explain to that obviously incredulous servant that the trunks and bucket and spade must have been placed on my bed by a practical joker while I was soundly sleeping. And it was good for Ho Ming Cho that he was in Kwangtung at that moment.

This reminds me that early in the year a belief obtained among some of the Chinese business men of the colony that this would be a year of "bad joss." There was something in connection with the calendar—I forget now exactly what—which portended calamity. I cannot recall that an earthquake was expected, but I do recollect that one of the worst typhoons the Colony had ever experienced was in the catalogue. Well, we have come almost to the end of the typhoon season, and not only have we not had a bad typhoon, but we seem to have had fewer alarms than usual. I should think the year quite noteworthy in that respect, though we are not quite "out of the woods" yet. Bad typhoons have visited Hongkong even as late as the month of November. It was in a typhoon in November that H.M.S. *Sandpiper* and the *Canton City* were sunk in 1900. The prophets, however, were right in one respect, and that is that 1914 would be "bad for business."

In these unsettled times business between European importers and Chinese merchants has been put largely on a cash basis, and it interested me the other day to notice that, in apparent emulation, a large Chinese establishment in Queen's Road catering for Europeans had decorated its establishment with neatly printed cards bearing the legend "Cash required." With most of us this is a chronic complaint, but it is only noteworthy in this particular case because the firm in question has for many years past had a reputation for rendering accounts only at the end of each year, according to the Chinese calendar. The intimation that "cash is required" has been inspired in this case, no doubt, not so much by "hard-uppishness" as by a feeling that one can never tell in time of war what may happen to Hongkong and all who dwell therein. However, most intelligent Chinese must realise by this time that there is extremely little likelihood of Hongkong being attacked.

RODEMICK RANDOM.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG, OCTOBER 13th, 1914.

The fall of Antwerp demonstrates that "impregnable fortresses" are of little use against the formidable siege guns of to-day, supported by an overwhelming attacking force. But the capture of Antwerp seems a somewhat barren victory without the surrender of the garrison. The wonder is that the defenders, when the line on the Nethe was broken, did not evacuate earlier, instead of putting up a hopeless defence from the inner forts, the only result of which was to keep the Germans for two days ruthlessly destroying what the German commander describes in his Proclamation as "a beautiful city." If, as the British Admiralty statement says, Antwerp was "a ruined and a burning city" after the bombardment, the German commander cannot have much that is "beautiful" left to protect. It must have been a sore disappointment to him to find when he entered the city that the British and Belgian forces had departed, and that all but 2,000 of them are still free "to fight another day." No information has been given in the official telegrams regarding the full strength of the garrison, but it has been variously reported to range from 120,000 to 150,000. Whatever the exact figure may have been, it was evidently much inferior to the forces massed against them, and it

is surely a noteworthy achievement that the garrison was able to get safely away in these circumstances with the loss of only two thousand men, who, being greatly outnumbered, crossed the border into neutral territory and there laid down their arms, in accordance with the laws of neutrality. While it is sad to see Belgium crushed, it would be a mistake to think that the capture of Antwerp counts for much in the general plan. Some great sacrifices at points distant from the main theatre of the war are evidently unavoidable at present. The defence, the Admiralty report says, could have been maintained longer, but not long enough to allow of adequate forces being sent for relief without prejudicing the main strategic situation. With that situation the Commander-in-Chief of the Allies and his Staff are evidently well satisfied, and it remains for those who have the management of the war. To-day we have the news that an early advance by the Allies is contemplated. Such incidents in the campaign as the retreat to the Marne and the fall of Antwerp but serve to impress upon the public—especially in the United Kingdom, where it appears to have been but inadequately appreciated as yet—the Titanic character of the struggle before the nations who have combined in the task of ridding Europe of the terror of Prussian militarism. Notwithstanding all that has happened in the past two and a half months to disappoint our hopes and expectations, confidence in ultimate success remains firm and unshaken. Every reverse but serves to strengthen the purpose and resolve of the Allies. What Germany has so far achieved has been obtained at extremely heavy cost, and the longer the Allies maintain their ground in the North of France against the constant assaults of the enemy, the weaker must become Germany's powers of resistance. For, all the while that the German commanders are recklessly sacrificing their men, apparently out of all proportion to the losses they are able to inflict upon their adversaries, large bodies of men representing the flower of British manhood from all parts of the Empire are in training for active service, and may be relied upon to give a good account of themselves when they are drafted into the field. Some time ago LORD KITCHENER stated that he hoped to have in the field from the United Kingdom alone an army of over a million men within six months. The splendid response made to his appeal has shown that he made no miscalculation. But he is wisely making sure that the new troops, whether raised in the Motherland or in the Colonies, shall go into the field well trained for the task before them. Meanwhile it is tantamount to a victory for the Allies that they continue to keep the Germans where they are at present entrenched, as not only does this give time for the training of the fresh troops, but by holding the enemy in such force in the Western theatre of war, the progress of the Russian Army in East Prussia and in Hungary is facilitated. Manifestly a great deal depends upon the progress made by Russia's vast army, which in numbers is more than the equal of the German hosts, and not inferior apparently in military efficiency. When we take a survey of the whole field, incidents like the fall of Antwerp appear in their proper perspective, and we gain impressions that go to strengthen confidence in the ultimate success of the Allies.

Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, who has been on leave, returned by the *Chiyo-maru* yesterday.

For being in unlawful possession of 750 lottery tickets for sale, a Chinese, arrested in the West Point district, was fined \$250 by the Magistrate yesterday.

At the Magistracy yesterday a Finn named William Monoka was charged by Mr. W. Davis, manager of the Seamen's Institute, with behaving in a disorderly manner at the Institute on Sunday. Defendant was remanded in police custody until to-day for the services of a Russian interpreter.

A Chinese living in a lower floor of a house in Shanghai Street, Yau-mat, heard a noise on the floor above which aroused his suspicions. He quietly made his way up, and observed the naked feet of a man protruding from under a bed. He pulled at the man out, and Inspector Gerrard at the Magistracy yesterday stated, that the prisoner had stolen a couple of pairs of trousers, and had wrapped them up neatly preparatory to taking them away. The man was taken to the Station, and was found to be a returned banished. His Worship sent him to gaol for six months.

The river steamers *Hoi Ming* and *Hoi Tin* were sold at public auction yesterday Mr. G. P. Lamert. The former realised \$50,000, and the latter \$28,000.

Messrs. A. W. Studd of Messrs. Weeks & Co., J. Bell-Irving of Messrs. Jardine, Matheson & Co., and Mr. Matheson, of Messrs. Butterfield & Swire, are among the Shanghai men who have left for Home with a view to service at the front.

A quiet and pretty wedding was solemnised at the Holy Trinity Cathedral, Shanghai, last week, when Captain J. B. Bailey of the C.N. Co.'s str. *Shasi*, Hankow-Changsha run, was married to Miss K. Wilkerson, Matron of the Victoria Nursing Home.

The Insular Collector of Internal Revenue in the Philippines reported last week that the work of collecting the income tax is now practically complete. The total collected under the Income-tax Law, to date, in round figures is \$230,000. It is hoped to add twenty or thirty thousand pesos to this sum from delinquents.

The price offered for good sugars, says a Manila contemporary, is at present higher than has been experienced in the Philippines at this season for a long time. This is due mainly to the curtailment of the beet-sugar supply in Europe. There is a prospect that very high prices will be paid for sugars for some time to come. The extent to which the Philippines will benefit by these conditions will depend mainly upon the grade of sugar turned out.

MURDER AND ARMED ROBBERY IN DEEP WATER BAY.

The police have been informed that between eight and nine o'clock on Sunday evening about eighteen men, armed with rifles and revolvers, boarded the Yee Wo Hing junk in Deep Water Bay. Two Chinese are reported to have been killed and the master of the junk and the cook taken for ransom. The robbers got away with money, clothing and ammunition.

RUM AND TOOTHACHE.

A man named Michael Griffin appeared before Mr. Wood yesterday on a charge of being drunk and incapable on the Praya East on Sunday.

His Worship—Were you drunk?
Defendant (whose face bore traces of severe treatment)—Oh, yes, I was drunk all right! He added that he had a couple of teeth drawn out on Sunday, and was given liberty until Tuesday. He suffered pain in his teeth, and took "a drop of rum" to ease it. It must have got over him.

A European constable told the Magistrate that the man had been ejected from the Naval Canton, and was found lying on the road.

A fine of \$2 was imposed.

TRADE IN THE UNITED STATES.

A telegram from Washington, dated the 7th inst., to the Manila papers says:—"The initial stagnation of business in the United States caused by the outbreak of the European war has ended. Orders for goods are pouring in from Europe and South and Central America. The money situation is easing and rate of six per cent. prevails in the reserve centres."

GERMAN SAVAGERY.

OFFICIAL EXCUSES FOR MILITARY BARBARISM.

The *Daily Telegraph* of August 28th contained the following:—"The organisers of the amazing service of so-called war 'news' sent out daily to an sympathetic world from the German Government wireless stations at Naunon or Norddeich, and picked up by the Marconi Company's apparatus, have at last been betrayed into an obviously accidental display of truth. Hidden away at the end of the latest batch of these messages which reached us last night is to be found an appalling paragraph, which, in the course of a very few lines, admits publicly and officially the terrible charges of barbaric savagery that during the last few days have compelled the Belgian Government to appeal to the judgment of the civilised world."

Special stress must be laid on the official character of this confession, because it is notorious that nothing can be transmitted from the German wireless stations under present conditions without the express sanction and approval of the Berlin Government. The statement in question is as follows:—

"The distribution of arms and ammunition among the civil population of Belgium had been carried out on systematic lines, and the authorities enraged the public against Germany by resolutely circulating false reports. They were under the impression that, with the aid of the French, they would be able to drive the Germans out of Belgium in two days. The only means of preventing surprise attacks from the civil population has been to interfere with unrelenting severity and to create examples, which by their 'frightfulness' would be a warning to the whole country. The increased war contribution levied on the Province of Liège has also had an excellent effect."

WAR NEWS.

The insufficiency of officers in the Austrian army reaches 24 per cent. and measures are being taken to fill the vacancies by promoting sergeants and corporals.

The Petrograd Telegraphic Agency states that a new French Super-Dreadnought of 25,200 tons has been launched at the Government wharves. Her main armament consists of twelve 13.4 in. guns.

The *Tagblatt* says that Dr. von Bohmann, Hollweg and General von Moltke have agreed not to listen to any peace proposals till Germany has attained an invulnerable position. The decision is in accordance with public feeling.

On September 27th Germany published a list of casualties which included 15,074 killed, 65,008 wounded, and 23,097 missing. The figures compared with those published on September 23rd show an increase of 41,122 in the total, which indicates the desperate nature of the fighting in France.

A Belgian woman caught a German spy on the train from Antwerp in the act of releasing carrier pigeons which he had concealed in a bag. She seized and held him until other passengers came to her assistance. The man was handed over to the military authorities. He was tried by court-martial and shot.

Armoured steel motor cars for use by the European Powers engaged in war are being manufactured in America and will be shipped as soon as completed, says a Philadelphia despatch. The cars have been sold to nations on each side of the conflict. One order includes fourteen cars, which will be used by the British Government. Negotiations with France, Russia and Greece have also been entered into, and it is said that orders for a thousand cars have been placed by various Powers.

"You go into the House of Commons in these days," writes an English journalist, "and you are puzzled at the strange peace that prevails. Gone are all the familiar savageries of question time, the fierce debates, the bitter jibes, the scornful laughter. Even the habitual indignation of Sir Clement Kinnear-Cooke at the wickedness of the Government has subsided and Lord Winterbottom is at rest. Mr. Lloyd George relates how he has been helped by Mr. Chamberlain, and how he is in agreement with everything that Mr. George has done."

Another incident is reported regarding the Duke of Westminster, who was recently mentioned as among those who showed bravery on the field of action. It is said, in a story from the *Field-Marshal*, that the Duke, who is a Field-Marshal, was carrying orders by hand when he was carrying orders by hand. He put on the utmost speed, but a machine gun shot him in the back, and he was killed. The Duke, seeing his companion dead, rose in the car, saluted the dying man and said: "Good-bye, boy."

The spirit which animates France in the war with Germany is well illustrated by an incident which occurred when Mme. Michel, wife of General Michel, the Governor of Paris, was superintending the work of a soup kitchen for the poor in the Champs Elysees. An old woman, eight of whose nine sons are in the front, appeared, and Mme. Michel began to comfort her. The old woman interrupted her, saying proudly: "I interrupted her, saying proudly: I was killed by the Prussians in 1870. I have never forgotten it, and to each of my sons my farewell words were: 'Go and avenge your mother!'"

The Home Secretary, speaking in the House of Commons, declared that there was no organization among the aliens in England, the purpose of which was carrying out of hostile acts, and he ridiculed the suggestion made in some quarters recently that there are 250,000 Germans in this country with arms in their possession. The police and military were alert for inroads and 8,000 such cases already had been investigated, but only 50 suspects had been held.

SOLDIERS' POSTCARDS.

British soldiers at the front are allowed to communicate with their friends at home only by postcard, and postmarks are obliterated in order that the position of the British force shall not be known. The postcard which has been prepared for use in the field is in the following form:—

NOTHING is to be written on this except the date and signature of the sender. Sentences not required may be erased. If anything else is added the postcard will be destroyed.

I am quite well.
I have been admitted into hospital.
(sick) and am going on well.
(wounded) and hope to be discharged soon.
I am being sent down to the base.
I have received your letter.
I have received your telegram.
I have received your parcel.

Letter follows at first opportunity.
I have received no letter from you for a long time.
I am only
Signature
Date

[Postage must be prepaid on any letter or postcard addressed to the sender of this card.]

THE SHANGHAI CONTINGENT.

It was in response to a cablegram by Sir Everard Fraser that the War Office definitely accepted the offer of a contingent of volunteers from Shanghai for service with the Allied forces, and the enterprise is now in the hands of the China Association, co-operating with the British Consul-General. Many applications to join the force have been received from the outposts and Japan, but it has been found necessary to leave these other centres to some extent to look after their own men.

The men who have joined up the Shanghai contingent have made out an open offer. They have said: "I am fit, I have such-and-such training and qualification, and I will serve the Empire wherever it calls upon me to do so." Mr. Asquith has given his assurance that, as far as possible, volunteers from the same locality will be kept together. Dealing with the subject, the *N.C. Daily News* of the 8th inst. said that about 100 men would be sent off at once, a ship being available within the next few days. Some of the men will pay a part of their steamer passage, but the majority must be paid for.

CHINA AND JAPAN.

Writing on October 3rd, the Peking correspondent of the *N.C. Daily News* said:—The members of the Council of State, after several jingoist speeches, have sent a long intimation to the Government asking what steps are being taken to safeguard China's nationalism against the Japanese.

The interpellators are not complimentary to their diplomats. They also ask how it comes about that Great Britain is fighting in Europe to uphold the neutrality of Belgium, when she is allied with a Power which is now violating the neutrality of China.

Several military members of the Council talked of war, but there is no need to regard this as a serious matter. The Council of State must take this occasion by the hand to show the country that it possesses a voice, otherwise if it sacrificed this opportunity it might bring from the country a challenge that the present system is unable to safeguard the country in a time of crisis, coupled with a demand for a properly constituted Parliament.

The high officials realize that it would be fatal for China to enter the lists against Japan, and they are doing their utmost to restrain popular feelings in Shanghai and elsewhere in order to prevent a collision.

Negotiations are now proceeding for an amicable settlement of the question of the occupation of the German railway and it is hoped that these will succeed.

"KAISER WILHELM DER GROSSE."

STORY OF THE CAPTURE.

LONDON, August 29th.

The *Evening News* publishes a despatch from Las Palmas, Canary Islands, giving an account of the sinking of the North German Lloyd Transatlantic liner *Kaiser Wilhelm der Grosse* off the coast of Africa by the British cruiser *Highflyer*, which was reported last Thursday.

Lieut. Deane, a British army officer, who was taken prisoner by the *Kaiser Wilhelm der Grosse* from the British steamer *Galician* on the high seas, is the authority of the Las Palmas correspondent, and in an interview he gives a graphic account of how the great liner was destroyed.

Lieut. Deane was not on board the German liner. He had been sent over to the collier *Arctur*, from which the liner was coming. When it was seen that the *Kaiser Wilhelm* was doomed, the German captain sent his sword, his dispatch box and a letter to his wife to the collier, his secretary being his messenger. Previous to doing this the captain of the liner had announced that he would blow up his command rather than surrender.

When the *Highflyer* opened fire on the liner, Lieut. Deane continues, the collier was still fastened to her by one hawser, and, owing to some delay, certain prisoners on board the liner did not get a chance to leave the ship.

The *Kaiser Wilhelm* was now bow on to the *Highflyer* and the British cruiser had some difficulty in finding her mark. She manoeuvred to get broadside on and the ensuing cannonade lasted forty minutes.

All the shots from the *Kaiser Wilhelm* appeared to be falling short. From the collier it was seen that she had been hit three times and on catching fire she ceased replying to the shots from the British cruiser.

When the liner had been silenced the *Highflyer* also stopped firing. By this time the *Arctur*, which had separated from the liner, had got too far away to perceive anything more than that she was still burning.

The Germans kept on board the *Kaiser Wilhelm* only her officers, her gun crews and a few engineers. The rest of her men were transferred to the collier.

DISTINGUISHED NAMES ON CASUALTY ROLL.

Many distinguished names appeared on the roll of casualties issued at midnight on the 10th September. Among the officers of the Irish Guards reported wounded or killed were Viscount Castlerosse, Lord Alastair, Robert Edward Innes-Kerr, and brother of the Duke of Roxburgh, and the brother of the Duke of Devonshire, Lord Desmond Fitzgerald, reported wounded, is the heir presumptive of the Duke of Leinster.

DEADLY WORK BY FRENCH ARTILLERY.

PARIS, September 11th.

Some idea of how the Germans were harassed by artillery fire during their retreat was obtained on a visit to the fields near Meaux. The scene of a severe fight yesterday. The German infantry had taken a position in a sunken road, on either side of which were stretched in extended lines hummocks, some of them natural, and some the work of spades in the hands of German soldiers.

Beside many bodies were forty or fifty empty cartridge shells, white fragments of clothing, caps and knapsacks were scattered about. This destruction was scattered by batteries a little more than three miles distant. Scattering clumps of wood intervened between the batteries and their mark, but the range had been determined by an officer on an elevation a mile from the firing. He telephoned directions for the firing, and through glasses watched the bursting shells.

The sunken road was littered with bodies to-day. The road is lined with poplars, the branches of which, severed by fragments of shells, were strewn among the dead. In places whole tops of trees had been torn away by the artillery fire.

INDIAN FORCES ACTIVE AT THE FRONT.

LONDON, September 8th.

That the Indian Forces of the British Army are taking an active part in the operations in France is indicated by the casualty lists. Among the names of the wounded made public is that of Captain F. W. Hunt, Nineteenth Lancers (Fanc's Horse Indian Army).

BRITISH UNDERGRADUATES FOR THE FRONT.

LONDON, September 6th.

The universities and colleges are contributing their share of men for the war. The Vice-Chancellor of Oxford University has recommended to the War Office the names of 1,112 undergraduates for commissions in the Army. Of these 1,000 already have been commissioned, which gives one third of the student body to the army and more than that proportion of British subjects, because there are many foreigners among the undergraduates. All Souls' College has provided three officers.

GERMAN CASUALTY LISTS.

LONDON, September 1st.

The *Mail* says that the German military authorities have forbidden the publication of further casualty lists in the newspapers. The local newspapers are permitted to publish casualties of purely local interest from the lists posted in the offices of the local administration.

The *Cologne Gazette* on Saturday contained only a few names of soldiers belonging to local regiments. These form part of the thirteenth casualty list. Only twelve complete lists have been published, and these concern only the fighting which occurred before the large engagements.

THE REMAINS OF ZABERN GARRISON.

A trainload of 360 German prisoners passed on the 17th August through Moulins, in the Department of Allier, on its way to Montlucon. Another batch of 225 was expected. These are all that remain of the 99th German Infantry of Zabern garrison, Lieutenant von Forstner's regiment, which surrendered at Saales after having half its effectives wiped out by French artillery fire. They are all men of 30 to 35 years of age and belong to the Landwehr. Their surrender was occasioned by a charge of French *chasseurs a pied*, during which the Germans tied their handkerchiefs to their rifles and held them up in request for quarter. All their officers except five refused to surrender and were killed.

TENNYSON'S CALL TO THE BRITISH NATION.

LONDON, September 8th.

Lord Tennyson, son of the late Poet Laureate, at a patriotic meeting last night quoted the following, hitherto unpublished poem of his father:

O who is he, the simple fool,
Who says that war is over?
What bloody portent flashes there
Across the Straits of Dover?
Are you ready, Britons all,
To answer yes with thunder?
Arm! Arm! Arm!

Nine hundred thousand slaves in arms,
They seek to bring us under;
But England lives and still will live,
For we'll crush the despot yonder.
Are you ready, Britons all,
To answer yes with thunder?
Arm! Arm! Arm!

A BRAVE FRENCH SOLDIER.

LIMOGES (France), Sept. 11th.

On a train loaded with wounded which passed here to-day was a young French officer, Albert Palaphy, whose unusual bravery on the field of battle won for him the Legion of Honour.

As a Corporal of the Tenth Dragons at the beginning of the war, Palaphy took part in the recent violent combat with the Germans. In the thick of the battle Palaphy's Colonel was wounded. Palaphy hoisted the wounded man upon his shoulder and, under a rain of machine-gun bullets, carried him safely to the French lines. That same day Palaphy was promoted to be a Sergeant.

Shortly afterwards, although wounded, Palaphy led a charge against the Baden Guard, whose standard he captured with his own hand. With a bullet in his abdomen, and covered with lance thrusts, Palaphy was carried from the battlefield during the night, and learned that he had been promoted to be a sub-lieutenant and nominated Chevalier in the Legion of Honour.

This incident of decorating a soldier on the battlefield recalls Napoleonic times.

SINKING OF THE "CLAN MATHESON."

STORY OF NORWEGIAN OFFICERS.

The Norwegian steamer *Dovre*, which recently arrived at Penang on her return journey from Rangoon, brought an interesting story of how she encountered the German cruiser *Emden*, near Rangoon, and was subsequently requested to convey to that port the crew of the merchantman *Clan Matheson*, which had a short time previously been captured and sent to the bottom by the warship.

It appears that the *Dovre*, which is a steel screw vessel of 1,181 tons, commanded by Captain Signeland and having a crew of 140 men, left Penang on September 14th last. Shortly after leaving the harbour she encountered a warship, but as it was dark it was impossible to distinguish her nationality. It was the opinion of those on board, however, that she was a German. After flashing her searchlights on the bow and stern of the steamer, in order, doubtless, to identify her, she extinguished her lights and vanished in the darkness. The *Dovre* continued her voyage without further incident until the afternoon of September 18th, when the *Emden* appeared in sight about 20 to 25 miles off the China Bakir lightship at the mouth of the Rangoon River. This was about 4 o'clock, and some three hours later a boat containing several officers and some seamen came alongside and boarded the *Dovre*. The visitors explained their identity and asked the Captain of the *Dovre* if he would take the crew of the British steamer *Clan Matheson* on board and land them at Rangoon or any port he might be bound for. It transpired that the crew in question were on board a vessel which was accompanying the *Emden* and which afterwards proved to be the *Markomanna*, of the Hamburg Amerika Line, which was attending the cruiser as collier. On Captain Signeland agreeing to the request passages were paid for, and after partaking of refreshments the officers returned to the *Emden*. Needless to say, they vouchsafed no information as to the future movements of the warship. The *Emden* followed in the wake of the *Dovre* for several hours and then, altering her course, disappeared.

Rangoon papers publish an interview with Chief Officer Mawse of the *Clan Matheson*, which was a steel screw steamer of 4,775 registered tonnage, built in 1908 by Messrs. Furness, Withy & Co., and owned by Messrs. Cayer, Irvine & Co. of Glasgow. Her crew numbered 13 Europeans and 53 Lascars.

Mr. Mawse stated that when about 25 miles to the east of False Point the *Emden* appeared and fired two shots across her bows and two at her which failed to hit her. The *Clan Matheson* stopped, whereupon several German officers came on board and took charge of the boat, ordering the officers and crew to be transferred to the *Markomanna*. This done, bombs were placed in the hold of the vessel and she was quickly a shattered wreck.

The Chief Officer spoke in terms of the highest praise of the treatment experienced at the hands of their captors. In conversation with several of the Germans the impression was gathered that the *Emden* was to run into a hostile war vessel she would at once take to flight if the odds were against her. The cruiser and her collier consort were believed to be plentifully supplied with coal and provisions, and it was the opinion that the *Emden*, if not caught in the near future, would eventually make for a neutral port and submit to dismantling.

"STOP YOUR WIRELESS."

CAPTURE OF A BRITISH OFFICER IN A CAPE LINE.

A thrilling narrative is told in the *Times* of the stopping of the Union-Castle liner *Galician*, homeward bound from Cape Town, off the Canary Islands by a German cruiser.

A black, ugly-looking, four-funnelled steamer came alongside flying the German flag, and signalled to the *Galician* to stop at once and not to use its wireless apparatus. The wireless operator, however, quickly sent out the "R.O.S." signal, and had already sent the first three letters of the ship's name—"Gal"—when a second message came from the German ship, "Stop your wireless. We blow up the bridge if another letter leaves. Presently a third vessel appeared in the distance. She signalled that she was a German liner disguised in the colours of the Union-Castle Line. The German cruiser was not satisfied, but after the newcomer had hoisted the German mercantile flag and given her name she was allowed to proceed.

German officers came on board and acted courteously throughout. When offered cigarettes and cigars they refused to take them without payment, saying, "We don't want it said that we robbed your ship." On going off with a British Army officer and gunner as prisoners of war they apologized to the ship's officers for the trouble they had given. The passengers gave a cheer as they went, and the *Galician* was allowed to proceed, her wireless apparatus having been wrecked by the German sailors.

BIG GUNS AND THE DIVINITY.

The practical way in which the Germans view the war is well illustrated by a story told in Rome by Mr. A. E. Miller of Louisville, Ky. "A certain Protestant clergyman of Hanover," said Mr. Miller, "presiding over a large congregation on the morning following mobilization, said among other things: 'We are now face to face with a peculiar situation. No doubt the Russians, French, and English will pray God to give them victory, but there is but one God, and since He is just and impartial and they are His children, we, in order to win, must work as well as pray. We must fight harder than the others. God may not always side with big guns, but big guns will certainly help Him make a right decision.'"

CHINESE REVOLUTIONARY PARTY.

AN INTERVIEW WITH SUN YAT-SEN'S SECRETARY.

The following is taken from the *Cablenews-American* (Manila):—

"Within twelve months the war banner of Sun Yat-sen, the George Washington of New China, will be unfurled in every province of the new republic, the army of the present government will quietly transfer their allegiance from Yuan Shih-kai to Dr. Sun Yat-sen, and China will be free in fact as well as in name." Forcefully and earnestly these words were spoken Wednesday by Yip Hsing, secretary to Dr. Sun Yat-sen, in a conversation with a *Cablenews-American* representative.

Yip Hsing, however, has been given a new title and new duties, more important than his last. He is now Commissioner to South China, and is en route to Mexico and Canton, for the purpose of establishing southern headquarters for the party. The commissioner arrived in Manila on the *Korea* and will remain until the 19th, when he will leave for his new post. While in Manila he will deliver three addresses to his fellow countrymen, telling them of their leader, of the plans under way for the overthrow of Yuan Shih-kai, and the restoration to power of Sun Yat-sen or some other patriot.

The reception given Yip Hsing by his countrymen was enthusiastic, and speaks well for the cause he represents. He was found by the newspaperman in his room at the Hotel Imperial, surrounded by a number of prominent Manila Chinese anxious to hear of the leader of their cause. Bankers, merchants, shipowners and editors were among the men who gathered to meet the new commissioner. Young men, dressed in modern clothes of the latest style, and nearly all speaking several languages, they represented well the class of men responsible for New China, and who are spending their time and money liberally for her betterment.

Quiet, studious-looking, and unassuming, the Commissioner is also typical of the men who have made possible a Republic in place of the aged-old monarchy, and who are now striving to improve that republic. While Yip Hsing speaks English, he prefers to use an interpreter, and Mr. C. C. Lee, editor of *Kong Li Po*, the leading Chinese daily, kindly volunteered to act as such. Mr. Yip first told of his ten years' acquaintance with Dr. Sun Yat-sen, and of their work together to free China. He is a native of Canton, was a member of the first Chinese Assembly, and for the past two years has been secretary to the leader, who is now an exile in Japan.

YUAN'S RULE ONE OF GOLD.

"The rule of Yuan Shih-kai has been one of gold," began the Commissioner, while his assembled countrymen listened attentively. "His rule has been by bribery and corruption, this even having affected the Press and public associations. But his treasury is now depleted, and once the dollars fail to appear his supporters will leave him. They have been loyal for revenue only. His administration has been as despotic as was that of the Manchus, and license, not liberty, has been the result. He was seated by the money powers for their own ends, not for the upbuilding of a new and modern republic. The masses realize that it was Dr. Sun Yat-sen who led them into the light, and that he should have remained as torchbearer and chief."

"The army also realizes this. Well-trained and equipped, the army but waits the word to follow the banner of Sun Yat-sen. Another army, opposed to Yuan Shih-kai and despotism is already in the field, although they are termed bandits and murderers by the Yuan Shih-kai subsidized press. That is the army led by the quiet, studious American college graduate, formerly a General under Yuan Shih-kai, and now called by him 'The White Wolf.' But the White Wolf knows which is the patriot and which the traitor to the country's good, and will soon declare himself. The tales of murder and outrage by the ever-victorious army of 'White Wolf' are fabrications of the Yuan Shih-kai agents. On the other hand, he has not even executed the soldiers who fought against him, only the officers and spies. That was necessary. The 'White Wolf' and his army, more powerful than the world realizes, are ready to step under the flag of Sun Yat-sen, when the word is given."

The interview was interrupted at this point while tea was served, and during this diversion Mr. Yip gave more details of the character and history of "White Wolf" and his forces. The name adopted by the revolutionary leader is in direct contrast to his character, and is used in place of his true name for the protection of his family, who would suffer otherwise. In a way, therefore, "White Wolf" is an "Unknown." Being a non-smoker, the commissioner declined the after-noon cigarettes, and continued:—

"The majority of Chinese, not only in China, but all over the world, realize that the administration of Yuan Shih-kai must cease if China is to be really free and take her place among other nations. They are ready, therefore, to welcome Dr. Sun Yat-sen. His supporters in every town and province, and in the army, are secretly organized and waiting for the word. For the purposes of organization and administration of the new movement China has been divided into three districts, the Northern, Central and Southern, with a Commissioner in charge of each."

Dr. Sun Yat-sen will remain in Tokyo until the moment arrives for him to take command in person. We anticipate but little bloodshed. With the exception of a few regiments the army is with us. With the powers of Europe engaged in a general war Yuan Shih-kai need not look to them for further financial assistance, and the time is ripe for Sun Yat-sen to regain his own. As I have said, Yuan's administration has existed only by bribery and corruption, and without money he must fail. We feel sure that the sympathies of the people of the United States are with us, and assure them that if they knew the truth they would all without doubt believe in Dr. Sun Yat-sen, his party and his principles."

More guests arrived, and the interview was ended.

LONG RANGE WIRELESS TELEGRAPHY.

GERMANY TO AMERICA.

There has been some question in the minds of persons interested in wireless telegraphy as to whether the new despatches from Berlin to the Associated Press, via the Sayville wireless station, were sent directly from Berlin to Sayville or were relayed by German ships in mid-ocean, says the *New York Times*. At the Telefunken Company's office it was said that the messages are sent from Nauen, ten miles from Berlin, direct to Sayville. This long range was made possible, it was said, by the fact that powerful apparatus has been installed at both Sayville and Nauen.

When atmospheric conditions are good, the Telefunken Company says, messages sent from Berlin are as distinct as though they had been sent from a point only a few hundred miles away. In stormy weather the messages are repeated several times to ensure accuracy.

The Telefunken Company is composed chiefly of Germans, but is incorporated under the laws of New York. All of its wireless news despatches given to the Associated Press thus far, it was said, have been contributed to the Berlin office by the German Government. No uncensored news has been transmitted from Nauen.

The two German cables connecting with America were cut at the beginning of the war, supposedly in the vicinity of the Azores. Censored messages are allowed to pass over the two cables of the French Cable Company, the five cables of the Commercial Cable Company, which connect with London, and over the Western Union lines, which include the old Anglo-American Company's cables and number eight in all, connecting with London. It is also possible to transmit messages through the Marconi Company's wireless from Glace Bay to Clifton, thence to London by telegraph. The Marconi Company is now building a powerful station in New Jersey, which is expected to transmit messages direct to England.

INTIMATIONS

UNABLE TO WORK ECZEMA SO BAD

Pimples All Over Body, Burning and Itching, Could Not Sleep or Rest. Used Cuticura Soap and Ointment. Well As Ever.

135, Fleet St., Ashton-under-Lyne, Lancs.
 "I suffered from a bad case of eczema. It commenced itching underneath the skin and then broke out with pimples all over my body. They grew larger and then broke out a mass of sores. I was unable to work for about eight weeks, suffering great pain. It caused burning and itching and I could not sleep at night or rest anywhere for about six months."

"I tried treatment but all failed to do me any good. I saw the advertisement of Cuticura Soap and Ointment and I used them three months and the sores all came off my body in scales and then they began to heal and the pain left me altogether. I feel as well now as ever. I tell my friends (Signed) Fred Schofield, Apr. 22, 1913. Beware your good looks, keep your skin clean, scale clear and free from dandruff, hide the and glossy, handsomely and white, nails sound and shapely. Cuticura Soap, with an occasional use of Cuticura Ointment, will promote and maintain a healthy complexion in most cases when no correct conditions in purity and delicate treatment. In purity and delicate treatment. In purity and delicate treatment. In purity and delicate treatment."

Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address postcard, P. New-Lery & Sons, 27, Charterhouse St., London.

[96-6]

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(ESTABLISHED 1864.)

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[21]

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NEW ADVERTISEMENTS

GRAND HOTEL.
EXTRA SPECIAL DINNER.

SATURDAY, 17TH OCT., 1914.

IN AID OF THE
PRINCE OF WALES' FUND.

A STRING ORCHESTRA will Play during Dinner and also during the Evening, when Several Songs and Recitations will be given.

TICKETS \$2.50 each obtainable at the Office of the GRAND HOTEL.

Please Book early.

F. REICHMANN.

Hongkong, 13th October, 1914.

TOYO KISEN KAISHA.
S.S. "CHIVO MARU."

FROM SAN FRANCISCO, VIA HONOLULU,
JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived. Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 13th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 19th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 24th inst., at 10 a.m.

All Claims must be filed on or before 26th inst., otherwise they will not be recognised.
S. MORIMOTO,
Agent.

Hongkong, 12th October, 1914. [1244]

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES
ORDINANCES, 1911.

IN THE MATTER OF THE HONG-
KONG FIRE INSURANCE CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that a
Petition was on the 20th day of August,
1914, presented to the Supreme Court of Hong-
kong by the above-named Company to confirm
an alteration of the said Company's objects
proposed to be effected by a Special Resolution
of the Company unanimously passed at an
Extraordinary General Meeting of the said
Company held on the 4th day of June, 1914,
and subsequently unanimously confirmed at an
Extraordinary General Meeting of the said
Company held on the 30th day of June, 1914,
and which Resolution runs as follows:—

"That the provisions of the Company's
Memorandum of Association with respect
to its objects be altered so as to read as
in the Print signed by the Chairman of
the Meeting for the purposes of identifica-
tion."

And NOTICE IS FURTHER GIVEN
that the said Petition is directed to be heard
before His Honour Mr. HENRY HESSY
JOHNSON, GOVERNOR, Acting Chief Justice
of the said Court, on WEDNESDAY, the 21st
day of October, 1914, at 10.30 o'clock in the
forenoon, and any person interested in the
said Company whether as Creditor, policy holder or
otherwise desirous to oppose the making of an
Order for the confirmation of the said alteration
under the above Ordinance should appear at the
time of hearing by himself or his Counsel for the
purpose and a copy of the said petition will be
furnished to any such person requiring the same
by the undersigned, the Company's Solicitors, on
payment of the regulated charge for the same.

Dated the 21st day of August, 1914.
DEACON, LOOKER, DEACON &
HARSTON,
1, Des Voeux Road Central,
Hongkong,
Solicitors for the Company. [1094]

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[1176]

WEIHAIWEI SCHOOL

AN ENGLISH SCHOOL in British
Territory favoured with a "maximal
climate." Preparation by experienced and
qualified teachers for entrance to schools in
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School-house by the sea. Recreations—See
bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.E.

[1343]

AUCTION

G. E.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 19th day of
October, 1914, at 3 P.M., at the Office of the
PUBLIC WORKS DEPARTMENT, by Order of
HIS EXCELLENCY THE GOVERNOR, of Two
LOTS OF CROWN LAND at Mount
Davis and Kennedy Town respectively,
in the Colony of Hongkong, for a term
of 75 years, with the option of renewal at
CROWN RENTS to be fixed by the Surveyor
of His Majesty THE KING, for one further
term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Boundary Measurements (Approximate)	Contents in Acres	Annual Rent	Upset Price
Lot 1	100 feet by 150 feet	1.5	150	1,250
Lot 2	100 feet by 150 feet	1.5	150	1,250
Lot 3	100 feet by 150 feet	1.5	150	1,250
Lot 4	100 feet by 150 feet	1.5	150	1,250
Lot 5	100 feet by 150 feet	1.5	150	1,250
Lot 6	100 feet by 150 feet	1.5	150	1,250
Lot 7	100 feet by 150 feet	1.5	150	1,250
Lot 8	100 feet by 150 feet	1.5	150	1,250
Lot 9	100 feet by 150 feet	1.5	150	1,250
Lot 10	100 feet by 150 feet	1.5	150	1,250

Hongkong, 12th October, 1914. [1240]

INTIMATIONS

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MISS MORITA, CERTIFICATED
MASSEUSE (with diploma in
Physiology and Anatomy), will be pleased
to give Massage, under medical supervision.
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Hongkong, 30th July, 1914. [1892]

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FOR SALE

SMALL NATIONAL FLAGS

to mark the progress of

THE WAR.

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Hongkong, 1st October, 1914. [1204]

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Hongkong, 9th October, 1914. [1231]

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OFFICES, in St. George's Building, Second

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Hongkong, 29th August, 1914. [1037]

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TO LET, the South-West portion of the

FIRST FLOOR, including Treasury

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INTIMATIONS

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AND THEREFORE INTEND OFFERING OUR STOCK OF
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ORDERS WILL RECEIVE THE PERSONAL ATTENTION OF
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White Serge Trousers	per pair	\$ 6.75
Grey or Blue Flannel Jackets and Trousers (unlined)		22.00
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FAMOUS
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Apply to P. SOFFIETTI & Co., 14, Des Voeux Road Central, 1st Floor. Telephone 289.

[1049-1]

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Town.

Apply—

THE HONGKONG LAND INVEST-

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Hongkong, 10th October, 1914. [1061]

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NOS. 19, 21, 23 and 25, SHELLEY

STREET, Newly Painted and Colour-

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"BEACONSFIELD," Battery Path.

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Hongkong, 3rd October, 1914. [1174]

TO LET.

IN CANTON on SHAMEN LOT 55.

The premises now in the occupation of

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The Premises on SHAMEN LOT No. 36,

now in the occupation of Messrs. Furnell &

Page.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 9th October, 1914. [1017]

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THE CHARTERED BANK OF INDIA,

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INCORPORATED BY ROYAL CHARTER, 1853.

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WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494]

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Shaohsin, Chiabshi, Lanchi, Huchow,
Ningpo, KAIPOING: Changteh, Sinyang,
Lohu, Chowkeu, TIANAN: Chouhsun,
Tunhsien, Linchi, Lintsing, Tsinien,
Yihku, Huiming, Chefoo, Tsingtau.
TAIWAN: Tancheng, Fochow, CHANG-
CHUN: Kirin, Moukden, Newchwang,
Dairen, Harbin, Taitshih, Tieling,
Chinchow, Antung, CANTON, KURIYANG,
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CANTON BRANCHES:

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Special facilities for Home exchange.
Hongkong, 13th October, 1914. [1243]

NEDERLANDSCH-INDISCH
HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (\$2,500,000)
Paid-up Capital... Fl. 17,407,000 (\$546,830)
Reserve Fund... Fl. 6,618,000 (\$213,163)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANKERS.

The Bank transacts every description of
Banking and Exchange business, receives
money on Current Account and on Fixed
Deposit at rates which may be ascertained
on application.

G. VERMEY, Manager.

No. 8, Des Voeux Road Central.

Hongkong, 3rd October, 1914. [121]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital Subscribed Yen 10,000,000

Capital Paid-up " 8,750,000

Reserve Funds " 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Kinkiang, Shanghai

Batavia, Kobe, Singapore

Bombay, London, Swatow

Calcutta, Manila, Taichu

Canton, Moji, Tainan

Dairen, Nagasaki, Takow

Fochow, Newchwang, Tamsui

Hongkong, New York, Tokyo

Kagi, Osaka, Yokohama

Kaelung, San Francisco, Etc.

HONGKONG OFFICE.

3, Des Voeux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be

had on application.

K. TSUDZURABARA, Manager.

Hongkong, 10th October, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the

Minimum Monthly Balances at 3 1/2 per cent.

Per annum.

Depositors may transfer at their option

balances of \$100 or more to the Hongkong

and Shanghai Bank to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai

Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING

CORPORATION.

HEAD OFFICE: Wall Street, New York.

LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay, London, Mexico City,

Calcutta, Manila, Panama,

Canton, Peking, San Francisco,

SHIPPING

ARRIVALS.

YANBU, British str., 1,355, Eedy, 12th October—Shanghai 8th October, General—Butterfield & Swire.
 CHIYO MARU, Japanese str., 7,250, W. W. Green, 12th October—San Francisco 12th September, General—Toyo Kisen Kaisha.
 HONGKONG, British str., 1,350, C. A. Robert, 12th October—Bangkok 3rd October, General—Jardine, Matheson & Co.
 HONGKONG, Chinese str., 1,428, D. D. Ross, 10th October—Tientsin 5th October, General—Chinese.
 KUNGHOW, British str., 1,450, Martin, 12th October—Saigon 8th October, Rice and General—Chinese.
 LYONS, British str., 4,814, Walker, 12th October—Yokohama 20th September, General—Butterfield & Swire.
 YIKONGH, British str., 1,225, E. L. Jones, 11th October—Shanghai 7th October, General—Butterfield & Swire.

SHIPPING REPORTS:

The British str. *Anhui* reports: Light winds and fine weather.
 The Chinese str. *Hsinchung* reports: Fine and clear weather, fresh N.W. to N.E. breeze.
 The British str. *Kumchou* reports: Light to moderate easterly and north-east winds and fine clear weather.

PASSENGERS.

ARRIVED.

Per *Chiyo Maru*, for Hongkong, from San Francisco, etc., Lieut. L. Ramos, Mr. H. C. Bug, Mrs. R. Ramos, child and servant, Mr. A. H. Forbes, Mr. F. B. S. Pile, Mr. F. H. Keith, Miss F. S. Pile, Mr. M. P. Hillman, Mrs. F. G. Stein, Miss Gwendolyn Hillman, Mr. P. Wodehouse, Mr. E. Hall, Mr. J. Adams, Miss M. C. Bowen, Mr. G. Davis, Mr. J. B. Edwards, Miss E. M. McCrooky, Miss E. Manfue, Col. E. B. Mott, U.S.A., Mr. L. A. Moon, Mr. J. P. Niegge, Mr. Root, Miss H. Stone, Mr. G. Tetcher, Mr. A. Taib, Mr. P. Wientz and Mrs. J. A. Nuke.

WEATHER REPORT.

On the 12th at 10.40 a.m.—The anti cyclone is now central to the north of the Yangtze Valley.
 The depression in the Pacific now lies to the east of the Bonins.
 Pressure has decreased slightly over S. China and Indo-China.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:

FORECAST

Hongkong & Neighbourhood (S.E. winds, moderate to fresh; fair).

Formosa Channel (N.E. gale).

South coast of China between (The same as Hongkong and Lanchow) No. 1.

South coast of China between (The same as Hongkong and Lanchow) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 12th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.	Lat at 2 p.m.
Barometer	30.01	30.01	29.98	
Temperature	78	75	76	
Humidity	75	68	67	
Wind Direction	ESE	E	E	
Force	3	0	0	
Weather	0	0	0	
Rain	0	0.03	0	

Highest open air Temperature on 11th .. 81
 Lowest open air Temperature on 11th .. 75

HONGKONG TIDE TABLE.

From 13th to 19th October, 1914.

Day of Week	Days of Month	High Water		Low Water	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Tues.	13	5.57	6.8	11.22	2.3
Wed.	14	5.33	6.8	10.10	2.1
Thurs.	15	5.18	6.9	9.43	2.0
Fri.	16	5.00	7.1	8.10	2.3
Satur.	17	4.59	7.2	7.12	2.0
Sun.	18	4.44	7.3	6.15	2.1
Mon.	19	4.28	7.4	5.23	2.0
		4.10	7.5	4.25	2.7

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
• SINGAPORE, PENANG & CALCUTTA	"KITSANG"	Thursday, 15th Oct., 3 P.M.
• SANDAKAN	"BINSANG"	Saturday, 17th Oct., Noon
• MANILA	"YUENSANG"	Saturday, 17th Oct., 3 P.M.
• SHANGHAI	"YUSANG"	Thursday, 22nd Oct., 10 Light
• SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 24th Oct., 3 P.M.
• SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Saturday, 24th Oct., 3 P.M.
• MANILA	"FOOKSANG"	Wednesday, 25th Oct., Noon

RETURN TOURS TO JAPAN.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and B. Sea to Hongkong. Time occupied 20 days. This service is supplemented by the "YATUNG," "KUMSANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning same direct to Hongkong. Time occupied 6 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A fully qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking cargo on through Bills of Lading to Y. Sea, Chefoo, T. Sea, D. Sea, T. Sea, N. Sea, etc.
 Taking cargo on through Bills of Lading to K. Sea, L. Sea, S. Sea, etc.
 Telephone No. 215, Sub. Exch. 4.
 Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.
 Hongkong, 12th October, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & GENOA VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	R. E. Peel	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	Muriel	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
MASSACHUSETTS, LONDON & ANTWERP VIA SINGAPORE, &c.	SOWA MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 21st inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	OSAKA SHOSUN KAISHA	Jap. str.	—	T. Hamada	OSAKA SHOSUN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C., & SHANTUNG VIA SHANGHAI, &c.	NIPPON YUSEN KAISHA	Jap. str.	—	H. W. L. Holman	OSAKA SHOSUN KAISHA	On 20th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	H. W. L. Holman	OSAKA SHOSUN KAISHA	On 29th inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PANAMA	GLENROY	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 27th Nov.
NEW YORK VIA JAPAN PORTS & PANAMA CANAL	ATROL	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
NEW YORK VIA PANAMA	SAINT FILLANS	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	About 28th inst.
NEW YORK VIA SUEZ CANAL	BOLTON CASTLE	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 6th Nov.
BOEYON & NEW YORK VIA SUEZ	SIBERIA	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
SAN FRANCISCO VIA SHANTUNG & JAPAN, &c.	CHIYO MARU	Am. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	To-day, at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HANSEI DOUBAI	Am. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 20th inst.
SAN FRANCISCO & SAN PEDRO	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
AUSTRIAN PORTS VIA MANILA	ALDENHALL	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	About 10th Nov.
AUSTRIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 18th Nov., at Noon.
Kobe & YOKOHAMA	INABA MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
NAGASAKI, Kobe & YOKOHAMA	CEYLON MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 11 A.M.
MOJI & Kobe	KUINGHOU	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 5 P.M.
WEIHAUWEE & TIENTSIN	YINGCHOW	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SHANGHAI	ANHUI	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, Kobe & YOKOHAMA	ATLANTIQUE	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	NELORE	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
SHANGHAI	YUSANG	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
SHANGHAI, Kobe & YOKOHAMA	ALDENHALL	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
SHANGHAI	FOOKSANG	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at D'light.
SHANGHAI, Kobe & YOKOHAMA	TIENHANG	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SHANGHAI	SOWA MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 8 A.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 10 A.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	To-day, at 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 1 P.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 1 P.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 P.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at A.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 3 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 20th inst.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
SHANGHAI	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI, Kobe & YOKOHAMA	HAZEL MARU	Jap. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER											
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong				
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive	Arrive				
—	—	—	—	—	—	—	Sailings Temporarily Withdrawn.											—	—	—	—	—

Sailings Temporarily Withdrawn.

PASSAGE RATES—HONGKONG TO LONDON.

EMPRESS OF RUSSIA Meals and Sleeping £71.10 £71.10
 EMPRESS OF ASIA Car Berth across £65 — £65 —
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 EMPRESS OF JAPAN
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Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the

steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

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SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

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Passengers may proceed by Rail between Ports of Call in Japan if so desired.

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For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Padder Street and Praya

VISITORS AT HOTELS.

HONGKONG HOTELS.

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Mr. H. G. Allen	Capt. & Mrs. Kooka
Mr. C. M. Alport	Mr. E. B. Lambart
Mr. & Mrs. Alport	Mr. G. T. Lloyd
Anderson and maid	Mr. E. Lohel
Mr. E. B. Bates	Mr. E. F. Lyle
Mr. C. D. J. Bell	Mr. J. Macdonald
Mr. G. A. Bena	Mr. J. B. Macdonald
Mrs. E. R. Bellis	Mr. G. S. Middleton
Mr. & Mrs. A. D.	Mr. & Mrs. N. Mac-
Mr. Blackburn	Intyre and child
Mr. O. H. Bredhoff	Mrs. R. B. Mann and
Mr. J. H. Brister	son
Mr. C. B. Brooke	Miss M. Matheson
Mr. A. G. Brooks	Mrs. R. T. Matheson
Mr. E. O. Brownlow	Dr. O. Marriott
Mr. W. H. Burt	Mr. J. Mearick
Mr. A. J. Cambridge	Mr. C. B. Meyer
Mr. W. E. Clayton	Mr. Munro
Dr. A. L. E. F.	Mr. J. E. Norton
Coleman	Mr. W. Oudachovan
Mr. H. N. Condon	Mr. A. L. Penning
Mr. Arthur Conna	Mr. G. M. Powell
Mr. D. S. Douglas	Mr. A. M. Preston
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Miss M. E. Duff	Mr. E. H. Ray
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Ehrenfels	Miss L. G. Sanders
Miss Farnsworth	Mrs. J. P. Scales
Mr. J. Gibb	Mr. & Mrs. Sless and
Mr. J. Gould	child
Mr. W. E. Graham	Mr. H. C. Sligh
Mr. P. O. de Grisogono	Mr. F. Smyth
Mr. E. H. Groom	Miss A. Square
Capt. T. P. Hall	Capt. & Mrs. O. Svensen
Mr. & Mrs. Hamilton	Capt. H. A. Walker
Mr. E. Handley-Pegg	Mr. E. J. T. Warren
Mr. W. A. Hannibal	Mr. C. E. Watson
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Mr. E. D. Harvey	Mr. & Mrs. A. Whit-
Hon. Mr. E. A. Hewitt	marsh
C.M.O.	Mr. & Mrs. J. D.
Dr. H. G. Hebbson	Mr. A. L. Willey
Miss A. A. S. Holmes	Mr. G. G. Wood
Mr. Robt. Horne	Mr. & Mrs. J. F.
Mr. W. F. Howe	Wright
Mr. E. Hunter	Mr. K. Yernberg
Mr. D. L. Hutchison	
Mr. M. T. Jones	

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Mr. R. T. Anderson	Mrs. C. H. Loeber
Mr. N. J. Austin	Mr. C. W. O. Mayne
Mr. W. C. Austin	Mr. C. H. McClure
Mrs. H. B. Bridger	Mr. & Mrs. H. E.
and family	McHugh
Mr. W. Bridge	Mrs. F. A. Miller
Mr. Stephen J. Corey	Commander Morris
Miss H. Davidson	Mr. J. W. Murdoch
Mr. & Mrs. R. A. Dean	Mr. & Mrs. C. R.
Mr. A. Doan	Pancho
Mr. F. Fischer	Mrs. W. C. Passmore
Mrs. A. Fy	Mr. & Mrs. P. R.
Mr. Ray Gardner	Mr. & Mrs. W. H.
Mr. P. C. Hall	Robinson
Mr. & Mrs. R. P.	Mr. P. B. Rowley
Hollett	Mr. C. F. Samuelson
Mr. L. S. Hunt	Dr. Sibree
Mr. J. Joseph	Mr. N. J. Skes
Mr. D. W. Kerdorp	Mrs. D. G. R. Smith
Mr. & Mrs. P. Kirchner	Mrs. H. Sofer
Mr. & Mrs. Kraft	Mr. K. Tans
Mrs. W. G. Kretz	Mrs. T. M. Tans
Mr. & Mrs. C. Lauro-	Mr. & Mrs. J. H.
son	Underwood
Mr. J. Lennox	Mr. C. van Dorst
Miss Lennox	Mr. A. W. van der Star
Mr. Leiting Leung	

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NELLORE and YOKOHAMA	Capt. J. Gaunt, R.N.R.	About 21st Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	Capt. J. W. Cookman, R.N.R.	Noon, 25th Oct.	See Special Advertisement.
SHANGHAI	NANKIN	About 23rd Oct.	Freight and Passage.
LONDON and GENOA via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	CANDIA Capt. E. E. Peel	About 23rd Oct.	Freight.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary. For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th October, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SINGAPORE	"CHENG TU"	On 13th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 13th Oct., 4 P.M.
HOIHOW and HAIPHONG	"KAIFONG"	On 15th Oct., 10 A.M.
SHANGHAI	"YINGCHOW"	On 15th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 18th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 20th Oct., 4 P.M.
WEIHAIWEI and TIENSIN	"HUICHOW"	On 24th Oct., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—
Hongkong, 13th October, 1914

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers—Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 16th Oct., at 1 P.M.
"HAITANG"	Capt. A. E. Hodgins	TUESDAY, 20th Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 14th Oct., at 1 P.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th October, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	21st Oct.	On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st September, 1914.

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

CHIYO MARU 22,000—21 knots ... TUES., 20th Oct.

TENYO MARU 22,000—21 knots ... SATUR., 14th Nov.

SHINYO MARU 22,000—21 knots ... TUES., 8th Dec.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES GIVEN TO NAVAL AND MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

ANYO MARU ... 18,500—15 knots ... Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT.

King's Building.

TELEPHONE 291.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 25th Oct. "GUJARAT" 17th Nov.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

For VICTORIA AND TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 14th Oct., at 4 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 20th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer "MALAY MARU" ... Captain K. Sakawa ... MONDAY, 19th Oct., A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer "KAJIO MARU" ... Captain Y. Yamamoto ... Leaving

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer "DAIJI MARU" ... Captain K. Murakami ... SUNDAY, 18th Oct., at 10 A.M.

Steamer "DAIJI MARU" ... Captain S. Tokushige ... Leaving

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "SOSHU MARU" ... Captain K. Hattori ... SATURDAY, 17th Oct., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 1, Queen's Building.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU Capt. Murei	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	ATSUTA MARU Capt. Iizawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Nagano	12,500	TUESDAY, 30th Oct., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. R. Takeda	9,800	WEDNESDAY, 21st Oct., at Noon.
MOJI and KOBE	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
SHANGHAI and KOBE	SANUKI MARU Capt. Date	12,500	TUESDAY, 20th Oct.
NAGASAKI, KOBE and YOKOHAMA	JINSEN MARU Capt. Torada	5,000	MONDAY, 26th Oct.
KOBE and YOKOHAMA	CEYLON MARU Capt. Naguchi	10,000	FRIDAY, 23rd Oct.
	COLOMBO MARU Capt. Sakamoto	9,800	SATURDAY, 24th Oct.
	INABA MARU Capt. Tomioka	12,500	FRIDAY, 30th Oct., at 5 P.M.
	HITACHI MARU Capt. T. Sato	12,500	THURSDAY, 15th Oct., at 11 A.M.

PASSENGER SEASON FOR 1915.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	" 11th Feb.
KASHIMA	20,000	" 25th Feb.
MISHIMA	16,000	" 11th Mar.
SUWA	25,000	" 25th Mar.
ATSUTA	16,000	" 8th Apr.
YASAKA	25,000	" 22nd Apr.
MIYASAKI	16,000	" 6th May.
KITANO	16,000	" 20th May.
FUSHIMA	25,000	" 3rd June.

FOR AMERICA.

AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	" 4th Feb.
YOKOHAMA	12,500	" 23rd Feb.
AWA	12,500	" 9th Mar.
SHIDZUOKA	12,500	" 23rd Mar.
TAMBA	12,500	" 6th Apr.
AKI	12,500	" 20th Apr.
SADO	12,500	" 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.	COLOMBO	6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—			
	LONDON	Return	
1st Saloon "A"	Accommodation Single	£65.	£97.
"B"	"	£59.	" 89.
2nd Saloon "A"	"	£44.	" 66.
"B"	"	£40.	" 60.
MARSEILLES			
1st Saloon "A"	Accommodation Single	£61.	Return £91.
"B"	"	£55.	" 83.
2nd Saloon "A"	"	£42.	" 63.
"B"	"	£38.	" 57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YHANA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Leave M'SHILL	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 10	Nov. 19	Nov. 21	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 23
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return, 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single: £71 Return, 2nd Saloon £33 Single: £49 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any *bona fide* Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except *bona fide* Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

War risks are not covered by Postal Registration or Insurance.

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post and Insured Letter system to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malta can be accepted for insurance.

The Parcel Post Service to Egypt and countries beyond served by Egypt in Southern Europe is for the present suspended.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

The MAIL FROM LONDON (via Siberia) of Thursday, the 10th ult., is due to arrive here to-day.

The ENGLISH MAIL is due to arrive here to-morrow, as the Mail is unsorted the delivery will be delayed for 2 hours.

The AMERICAN MAIL ex China is scheduled to arrive here on Monday, the 19th inst.

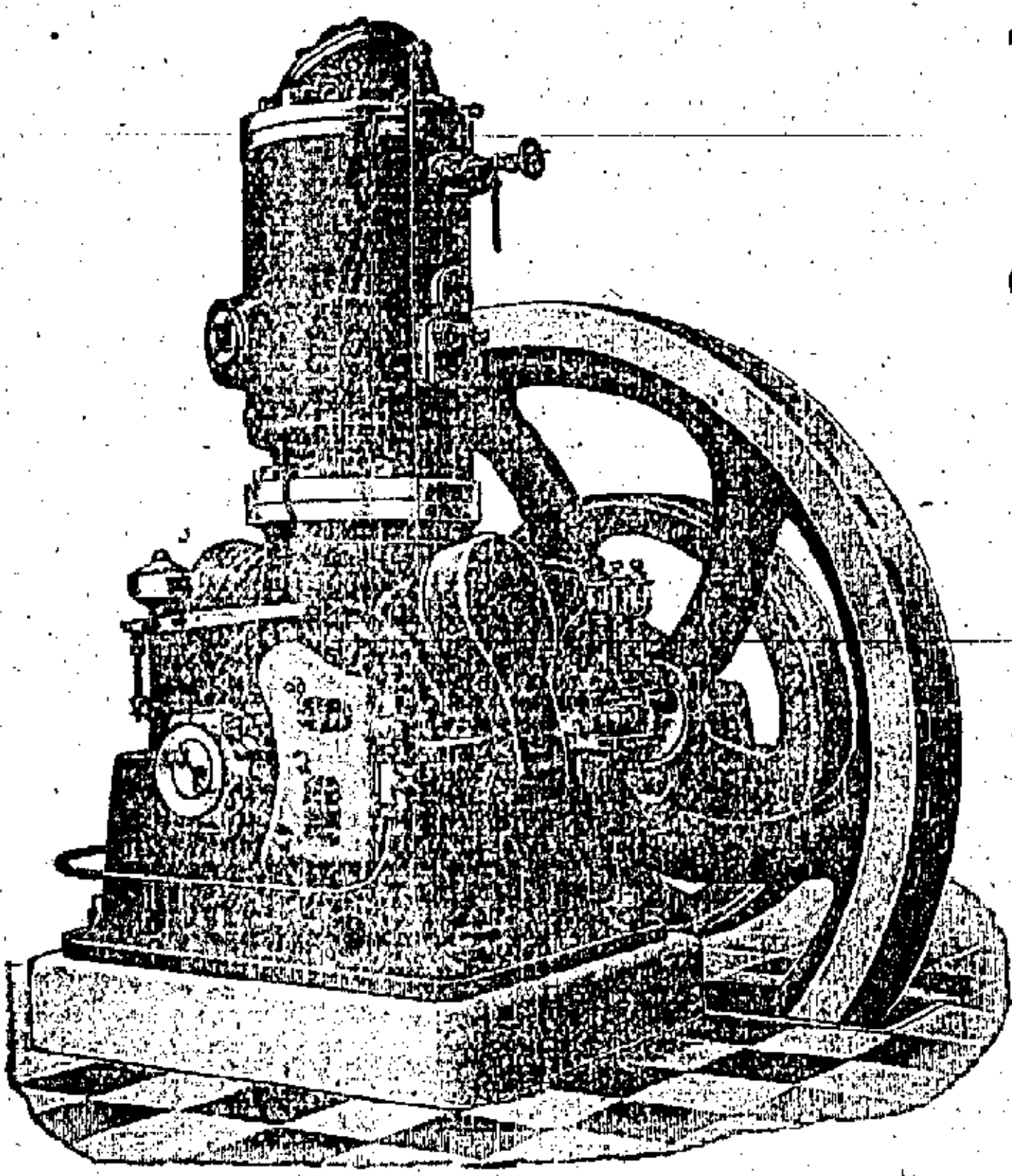
FOR	DATE
Batavia, Samarang and Sourabaya	Tuesday, 13th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN	Tuesday, 13th, 11.00 A.M.
via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA AND CANADA	(Registration with late fee of 10 cents up to 11.30 A.M.)
via SAN FRANCISCO	Registration Kowloon B.O. 10.30 A.M.
(EUROPE via SIBERIA)	Letters Noon
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai 10th P.O. at 11.30 a.m., on Monday, the 19th inst.]	
Swatow, Amoy and Foochow	Tuesday, 13th, 1.00 P.M.
Kutchin via Japan via Kobe, Victoria	Tuesday, 13th, 1.30 P.M.
Seattle, Vancouver, Tacoma and United Kingdom via Canada	Letters 2.00 P.M.
Shanghai and North China	Tuesday, 13th, 3.00 P.M.
Philippine Islands	Tuesday, 13th, 3.00 P.M.
Straits	Tuesday, 13th, 3.00 P.M.
Hohow, Hsichow and Pakhoi	Wednesday, 14th, 9.00 A.M.
Swatow	Wednesday, 14th, 1.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., Tacoma and United Kingdom via Canada	Wednesday, 14th, 1.30 P.M.
Letters	2.00 P.M.
Straits and India via Calcutta	Wednesday, 14th, 2.00 P.M.
Japan via Kobe	Thursday, 15th, 10.00 A.M.
Sandakan	Thursday, 15th, 11.00 A.M.
Straits and India via Calcutta	Thursday, 15th, 2.00 P.M.
SHANGHAI and NORTH CHINA	Thursday, 15th, 2.00 P.M.
(EUROPE via SIBERIA)	Registration 2.30 P.M.
Letters	3.00 P.M.
[To make connection with the Tientsin-Pukow Railway closing at Shanghai 10th P.O. at 5 p.m., on Monday, the 19th inst.]	
Swatow, Amoy and Foochow	Friday, 16th, 1.00 P.M.
Sandakan	Saturday, 17th, 11.00 A.M.

WM. C. JACK & CO., LTD.

14, DES VŒUX ROAD, HONGKONG.

SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken.
Electro-Plating in all its
Branches.



VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Malta* left Singapore for this port on the 9th October, at noon, with the outward English mails, and is due here on the 14th October, at about 1 p.m.

MERCHANT STEAMERS.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

The Barber Line str. *Shimosa* left New York via Panama Canal for Hongkong on the 3rd October, and is therefore expected to arrive here on or about the 23rd November.

The A.O. str. *Changsha* left Sydney on the 1st October for Hongkong via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th October.

COMMERCIAL.

CLOSING QUOTATIONS.

October 10th.

ON LONDON.—

Telegraphic Transfer	19 1/2
Bank Bills, on demand	19 1/2
Bank Bills, at 30 days' sight	19 1/2
Bank Bills, at 4 months' sight	19 1/2
Credits, at 4 months' sight	19 1/2
Documentary Bills 4 months' sight	19 1/2
ON PARIS.—	
Bank Bills, on demand	220 1/2
Credits, at 4 months' sight	231
ON GERMANY.—	
On demand	nom.
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank, on demand	133 1/2
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank, on demand	133 1/2
ON SHANGHAI.—	
Bank, at sight	76 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand—Peace—86 1/2	
ON MANILA.—	
On demand—Peace—86 1/2	
ON BATAVIA.—	
On demand—Peace—105 1/2	
ON RAIPONG.—	
On demand—Peace—nom.	
ON SAIGON.—	
On demand—Peace—nom.	
ON HONGKONG.—	
On demand—Peace—\$11.25	
SOVEREIGNS, Bank's Buying Rate	\$11.25
GOLD LEAF, 100 fine, per tola	\$57.25
SILVER, per oz.	23 1/2

SUBSIDIARY COINS.

Hongkong... 20 cents pieces...	\$10.17 discount.
Hongkong... 10 " "	\$10.25 " "

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	...	4.00
Return " " " " " " " "	...	...	...	...	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 13th OCTOBER, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
5 p.m. FATHAN. 5 p.m. KINSHAN.

WEDNESDAY, 14th OCTOBER, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
5 p.m. KINSHAN. 5 p.m. FATHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,661. S.S. TAISHAN, Tons 2,008.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 18th OCTOBER, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINLAY and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND ATLANTIQUE ... On 19th October.

YOKOHAMA ...

HOMEWARD

MARSEILLES VIA PORTS ...

ALL STEAMERS FITTED WITH WIRELESS.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CAI CUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.



Embassy
No. 77
VIRGINIA
CIGARETTES

Such Cigarettes can only be offered by Manufacturers possessing a Staff of Experts who have had many years' experience in the manufacture of High Class Cigarettes.

The Cigarette de Luxe.

W. D. & H. O. WILLS
BRISTOL & LONDON.

"EMBASSY" Cigarettes have proved to be the most popular of all the new brands of Virginia Cigarettes that have been sold for many years.

The quality is unsurpassed.



PRICES:—

AIR-TIGHT TINS OF 50 CIGARETTES ... 70 CENTS.

" " " " 25 " ... 40 "

DECORATED " " 10 " ... 20 "

Sold by all Tobacconists in Hongkong and the ports of South China.



For PUDDINGS, &c. (Sweetened), ask for MILKMAID CONDENSED MILK (Blue Label).
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TO-DAY

3 p.m.—Auction of Crown Land at Ship Street, by Public Works Dept.

FORTHCOMING EVENTS.

Monday, 19th Oct.—

3 p.m.—Auction of Two Lots of Crown Land at Mount Davis and Kennedy Town, by Public Works Dept.

Wednesday, 4th Nov.—

2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1913.

REVISED BY THE MEMBERS.

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